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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XX • NUMBER 4 • MARCH/APRIL 2002



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: Renewal time is every September 1st unless you've paid up for more than one year. Each year, two thirds of our members renew and one third do not. After two issues have been published, I mail out a reminder letter in January. This prompts many members to renew. So now our membership is up to 628 paying members which is pretty good for a club with such a narrow focus. Last August 31st, we ended with 659 paying members, the highest in the Club's 22 year history. Thank you for renewing.

Here is a great example of how you are continuously contributing to the health of this magazine. Two of our members saw this on the Internet.

This period photo of a 1938 Buick Special Model 48 Two-Door Trunk-back Sedan was offered for sale on the eBay Internet auction in February. Notice the aftermarket grille guard, the

longest tip of the bumper is on top (*correct*), the car does not have the BUICK 8 bumper badge and the car has blackwall tires. The photo must have been taken during the summer as the driver's windows are open. Thanks to

Charles Jekofsky (#524) in Oregon and **David Gelin** (#1078) in New Hampshire for sharing this photo.

This is the sign you'll see as you enter Turkey, Texas, population 200. It's the hometown of country and western singer Bob

Wills, the King of Western Swing. That's **Greg Field** (#1500) under the sign.

Bob and his band, the **Texas Playboys**, traveled around the country in the late 1930's in these two sidemounted 1936 Buicks towing a



matching trailer. The unusual paint job must have been special ordered from the factory as this photo was taken in Tulsa, Oklahoma in 1936 when the cars were new. Then in 1940, Bob and his band went to Hollywood and appeared in many motion pictures.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS

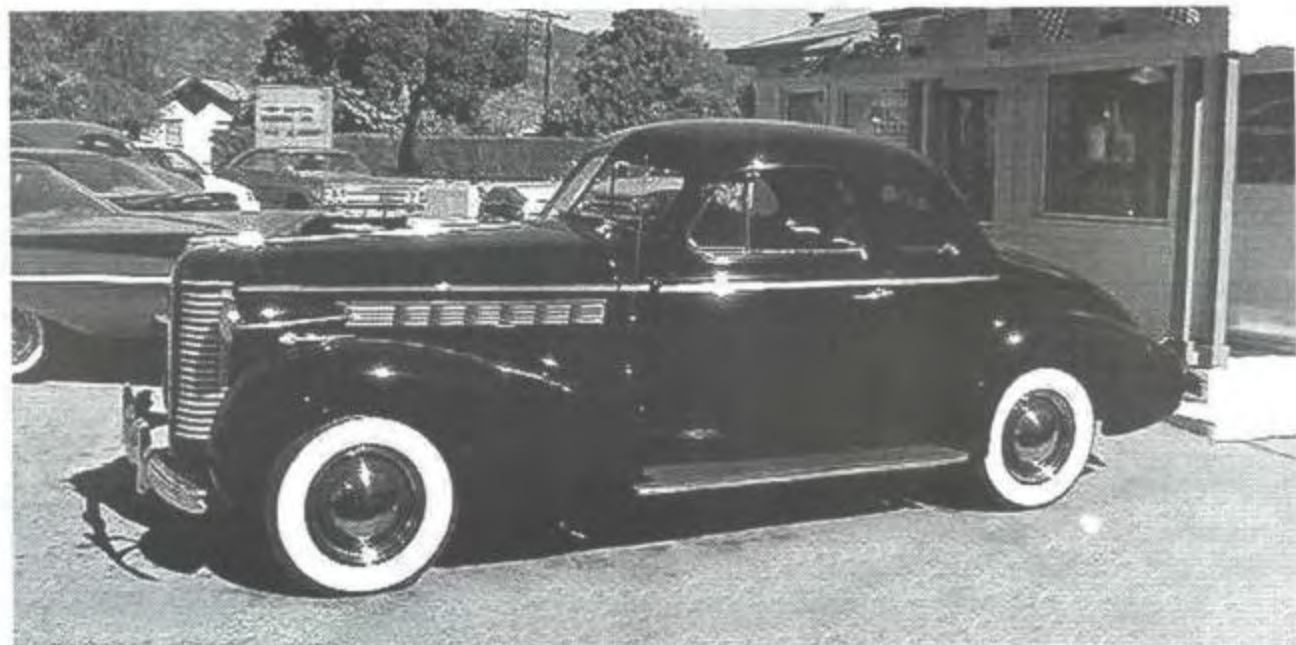


The town of Turkey, Texas erected this monument to Bob Wills. It gives a brief history of his career. That's Greg Field on the right with his friend Jack Past. They were on their way to the 1994 Buick National Meet in Atlanta, Georgia.

This black 1938 Special Sport Coupe with red wheels and jump seats was for sale in February on eBay auctions. The car is in the San Diego, CA area.

It has a sealed beam headlight conversion and the '38 BUICK 8 bumper medallion. The front bumper is upside down. The longest tip should be on top.

It has the original cracked ivory steering wheel, radio and heater. It has carpet on the floor instead of the rubber mat.



The **TORQUE TUBE** is published every two months. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new **1937-1938 Buick Club** web site: <http://clibs.hemmings.com/1937-1938buick/>

Please send all articles, ads subscriptions and inquires, etc. to:

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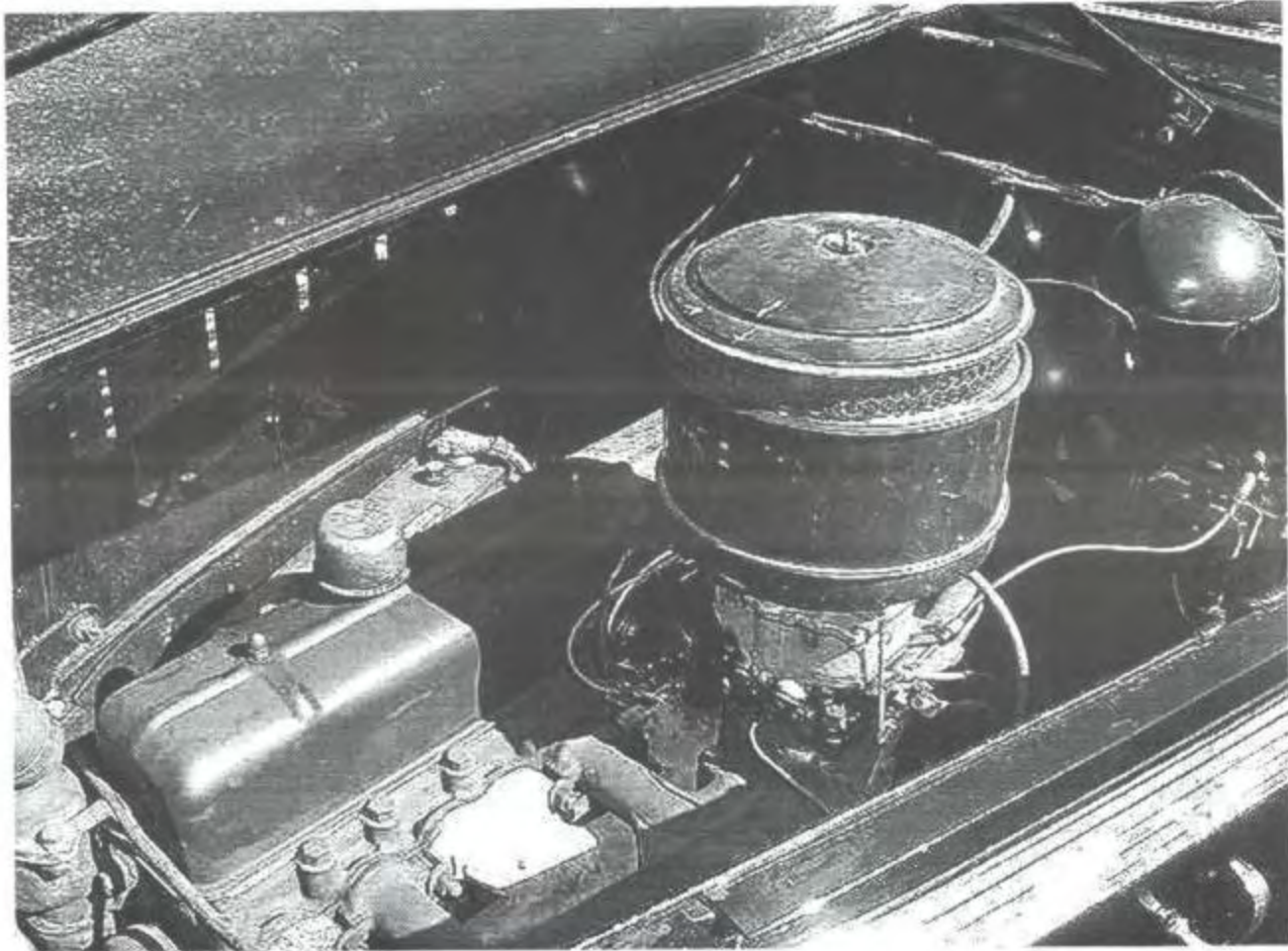
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It has the correct AAV-1 Stromberg carburetor with the vacuum starter switch.

It was bid to \$12,200 but did not reach the owner's reserve, so I don't know if it sold or not. Thanks to **Charles Jekofsky** (#524) in Oregon for sharing this.

If your Special is hard to start because the engine does not turn over fast enough, you might want to try using a Big Series starter instead. It bolts right on but has more torque

and will spin your engine faster. Several of our members have done this. If you cannot find a Big Series starter you might try taking or sending your old starter to a shop that specializes in old car electronics and have your starter armature "re-wrapped" with a high torque wiring to give it that extra kick. Ask your old car buddies or check Hemmings magazine or their web site might help you find someone who can do this.



This 1938 Buick sedan in Pennsylvania still has its engine, but the body is terminally rusted, and mice have grazed on the upholstery for years. This photo appeared in the

February 21, 2002 Old Cars Weekly.

Received this '37 sedan photo with Army colors on the Internet. Don't have any more information on it.

This 1938 Business coupe Model 46 is for sale





by Paul Duclos in Newport, North Carolina. His e-mail address is pduclos@ec.rr.com. He is a friend of the owner who wants \$2000 for it.

Paul writes: "The body is rough, however the chassis and running gear are in good shape with a lot of usable body parts. The vehicle has no physical damage, but the body rust is heavy around the doors and hinges as well other areas. The chassis appears to be in good shape (surface rust) as well as the steering, suspension and undercarriage. Engine at this time is stuck, clutch & transmission work fine. I am working on getting the engine running when the weather clears. I am sure with the proper facility and resources this car could be put in shape, or be excellent parts car."

Meet Jim Blake (#1452) with his '37 Roadmaster Convertible Sedan Model 81C. The photo was taken last year at the BCA National Meet in Buffalo, NY. He co-edits the North East Ohio Buick Club Chapter newsletter. He is looking for a '37 sharkstooth grille guard if any one has one for sale. His e-mail is: James.A.Blake@clev.frb.org.



This pretty young lady seems upset with her '38 Buick coupe. The photo appears to be a publicity photo of some kind. The car is a Special judging by the round air filter. Thanks to **David Gelinas** for sharing it with us.

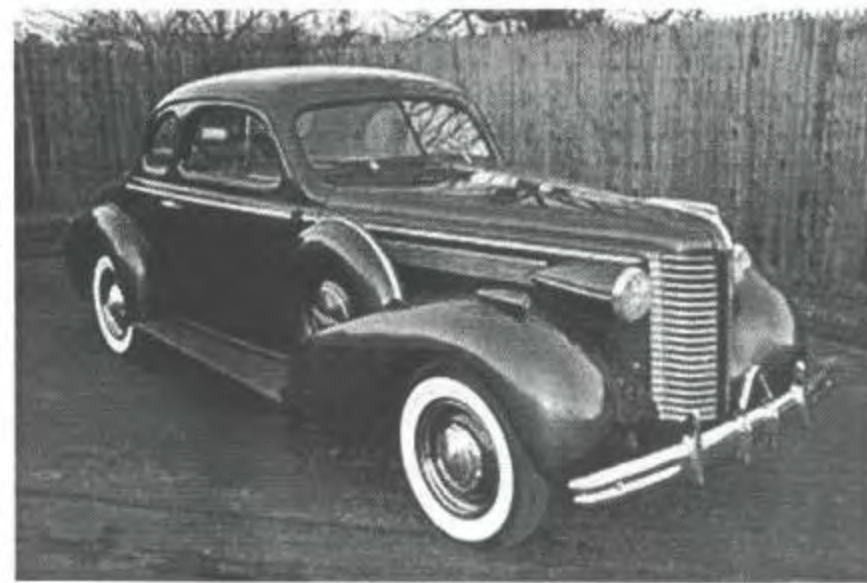
The "**1939 Buick Story**" is now for sale for \$30 postpaid by **Walt Brugger** (#1444). It includes stories on the two Royal Buicks that were built for the King and Queen of England's tour of Canada, Buick's Indy pacecar, Buick winning the Langhorne race for new cars, Yellow Cab's of California's \$500,000 order for 463 '39 Buicks taxi cabs and the chase sequence from the 1941 film "**High Sierra**" where **Humphrey Bogart** tries to outrace four police motorcycles. For more information, see Walt's ad on page 23.

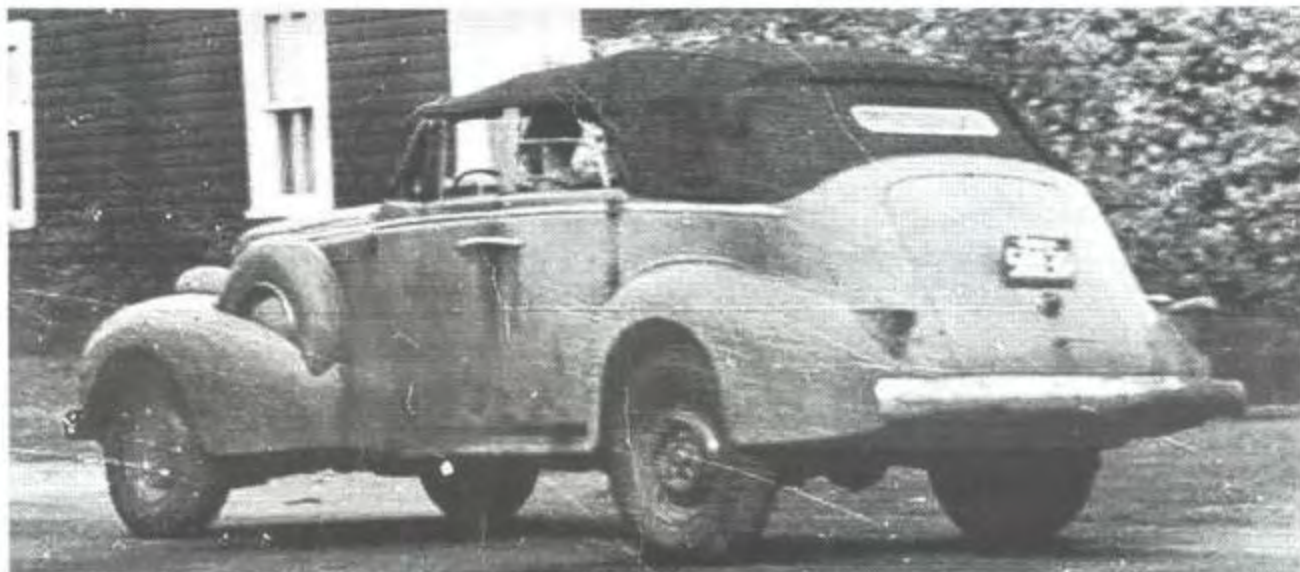
This green '38 Special Sport Coupe Model 46S with jump seats was and may still be for sale by Mark Hyman, a dealer in St. Louis, MO. He is asking \$17,750. His web site is: www.hymanltd.com

The car is green with one sidemount. The interior is brown broadcloth. The car has a radio and clock.

This rough looking convertible sedan looks like a Buick because it has the same body as the '37 Special and Century. But it's actually a '37 Cadillac Series 60. It sold for \$1,885 new. It came with a 346 cubic inch, 135 horse power V-8 engine. It had a 22 gallon fuel tank (versus 18 gallon tank on a Buick). It rode on 7:00 x 16 inch tires, on a 124 inch wheelbase. Thanks to **Paul DeLucchi** (#1246) for sharing this with us.

After 20 years of work, **Bill Denney** (#863) in Australia finished restoring his '38 Century





Phaeton. Now he has decided to sell it and his ad has been in the past two issues. Bill tells me it's just been sold for his asking price to a barrister (lawyer) in Sydney. So it will stay in Australia.

The last issue carried a story about **Von Hardesty's** (#964-right) '37 Century Convertible Coupe. The car was restored by former owner George Behren (left) in the 1970's. George, now in his 80's, is an interesting man. When he was younger, he was quite active in collecting and restoring cars. Seeking out the chain of past owners is always a fascinating thing to do. George and Von became good friends in the process.

New member **Patrick Sweeney** (#1642) purchased this '38 Business Coupe Model 46 last summer on eBay auction in Boyertown, PA. He had it shipped to his home in Milwaukee, WI. He had just sold his '60 Cadillac and was looking at options for his next project by surfing the eBay auction site.

When he saw this beautiful Business coupe, he immediately knew that this was the car that he had to have. The car was rust free, well maintained and he could enjoy driving it as it was restored. Congratulations Patrick and welcome to the Club.

In late March, **Andy Diem** (#852) from Washington, DC was sitting at a red light in his Buick Reatta. A tour bus slid 150' on a rain slick street and ploughed into the back of Andy's car, crushing the entire rear end up to the passenger compartment. Andy was knocked unconscious. The



ambulance took him to the hospital where it was found that there were no broken bones, just a lot of aches and pains. Andy is now recovering at home. This is Andy's second near fatal accident. Some year ago Andy's wife was killed and Andy badly injured in a Ford Escort while in France. Andy, we wish you a speedy recovery.

Harry

1937 Buick 1938 COVER CARS

Front Cover- This young lady is Nicky Rossetti, age 8, posing with a movie prop gun in front of her father Gabriel's '37 Special. The movie prop gun came when the car was purchased. It rests in a violin case when not in use. Gabe says his car was in some George Raft gangster films.

Rear Cover- Car from Cuba. This 1937 sidemounted Buick convertible coupe is still running in Havana, Cuba. I doubt if the bumper being upside down bothers them. The woman standing by the car is holding a dog while smoking a cigar! Thanks to **Anthony Wright** (#1452) in New York.

1937-1938 BUICK EASTERN MEET

June 11 to 15, 2002

(Touring begins June 12)

***Come tour the Northeastern corner
of OHIO with us.***

For those members who plan to attend this EasternMeet please check the Meet Flyer included in this issue of the Torque Tube, thank you.

Calender of events:

Maritime museum, a working lift bridge, winery, Crawford Auto museum, Amish cheese factory, President's home, an old fashion general store and large collection of vintage airplanes.

Tour from the shores of Lake Erie to the rolling countryside of Northeastern Ohio.
Plus lunches at a historic Inn & Amish cooking and picnic.

There will be a banquet, swimming at motel pool and poolside hospitality room.

Motel accomodations:

Days Inn, I-90 & Route 306

Phone: (440) 946-0500

FAX: (440) 946-5258

Willoughby, Ohio, 44094.

Queen size bed = \$55.50

2 full size beds = \$ 59.25

King size bed = \$ 66.75

Contact the motel to set up your own
reservations.

Mention 37/38 Buick Tour
when making your reservations.

Cut off date for reservations is 5/28/02.



Bob and Arlene Lawrence (#653)-Tour Directors

Phone: (813) 677-5192 in Florida

E-mail: AAMcMLawrence@aol.com

I've Always Admired 37 & 38 *Buick Sedans*

By Joe Suarez (#1227)-Hebron, Indiana

My 1938 Special Sedan Model 41 was purchased from former member Bernie Struven in Indiana. Since acquiring it, I have rebuilt the engine, transmission and replaced the 4.4 rear end with a 3.9 from a '37 Century. The runningboards were vulcanized by Hunley Acuff in Georgia. I also bought an excellent pair of dual sidemounts with covers and expect to have them on soon. The king pins were replaced, master cylinder rebuilt and the gas tank sending unit repaired. As you can see, I've been busy with my new Buick.

At this point, I must join the ranks of fellow 37/38 Buick owners and give special thanks to **Dave Tacheny** (#997) for parts, advise and follow-through with my mechanic as we encountered parts interchange problems. Dave immediately supplied the correct parts so that the task at hand could be completed. Special thanks also go to **Dave Lewis** (#227) as he provided needed transmission parts without delay.

My Buick spent 5 months with the mechanic and is finally on the road again. The engine does



have a vibration, but it's diminishing as I put more miles on the new engine. It has new rods, bearings, rings, polished cam, reground crankshaft, oil pump and valve job etc. The 3.9 rear end does help engine RPMs as expected. The transmission shifts smoothly and the car cruises nicely at 55 mph.

After driving my '38 Special I can tell you there is little comparison to my 37-66S Century Coupe. My Century has much more pep and power and the wiper action due to its dual action fuel pump is greatly appreciated. Both cars have completely different styles, personalities and performance, with each giving different but much enjoyed pleasures (*and headaches*).

When I really choose to go modern, I turn to my 1950 Super Series Riviera Model 56R. This original car has only 41,000 miles and is one of the smoothest cars I have ever driven considering it's 50 years old.

All the cars are now put away for the winter so I'm now spending time plotting possible drives and tours for the coming season. Maybe I'll meet some of our members on these drives.

See you on the road!



A Proud ROADMASTER OWNER

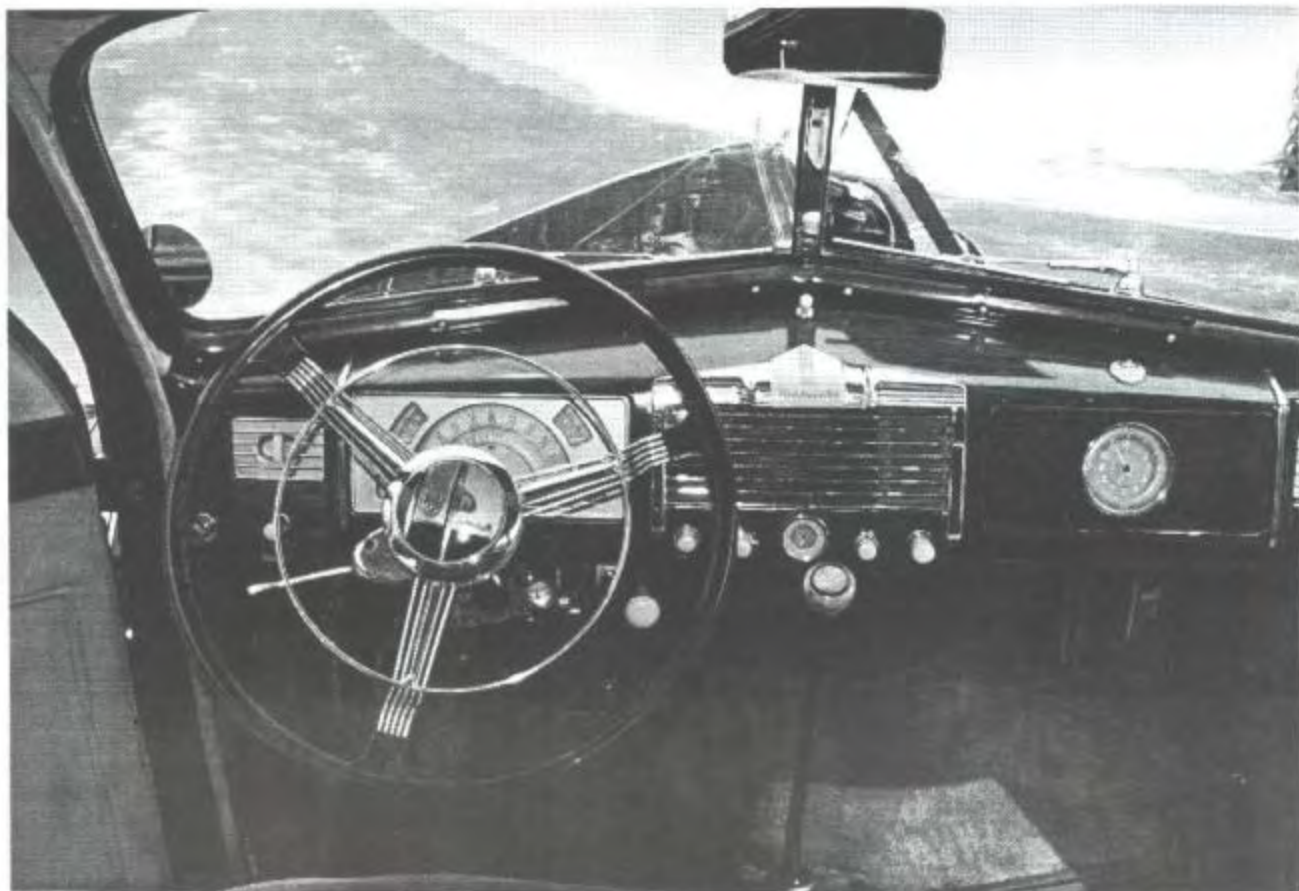
By Louis Dalbec (#1437)-Manchester, NH



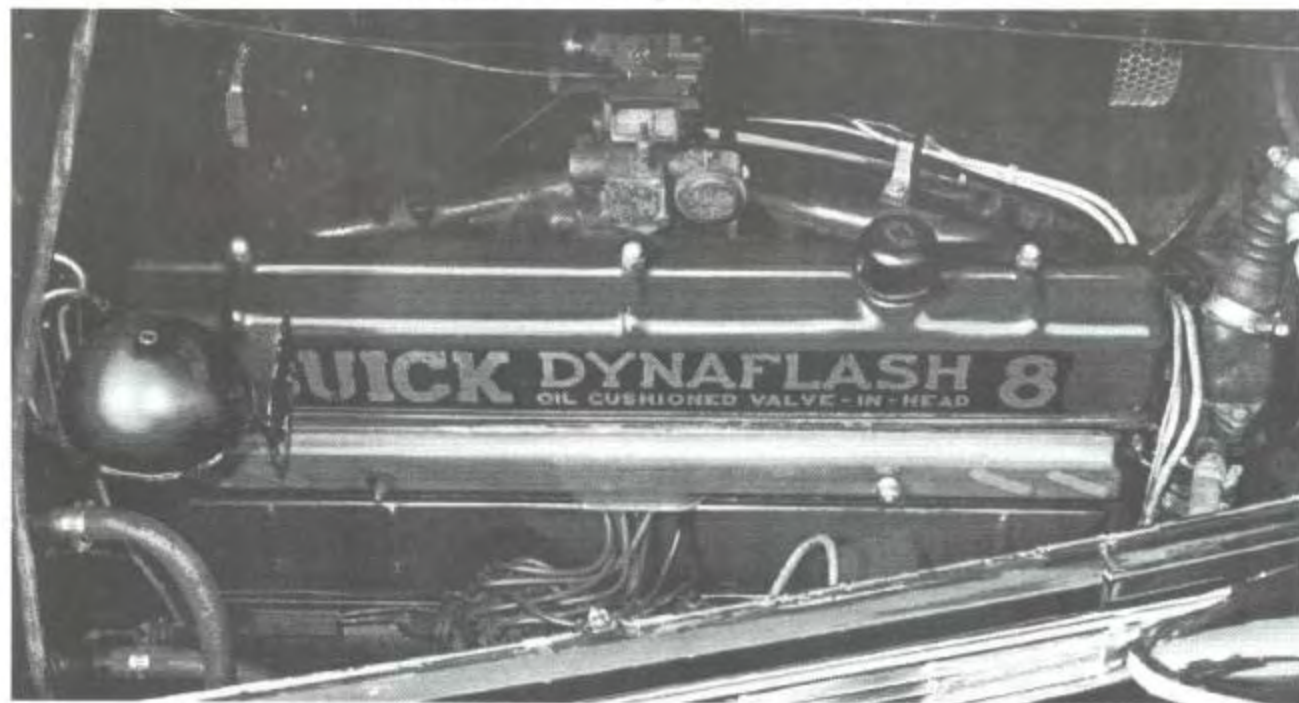
*My father owned this car for 24 years before I acquired it some 10 years ago.
It's black with red wheels and has sidemounts with mirrors and fog lights.*



It also has rubber mudguards with red reflectors.



It has the mahogany dashboard, radio, deluxe heater and clock. Turn signals have been added. The steering wheel is mahogany like the originals.

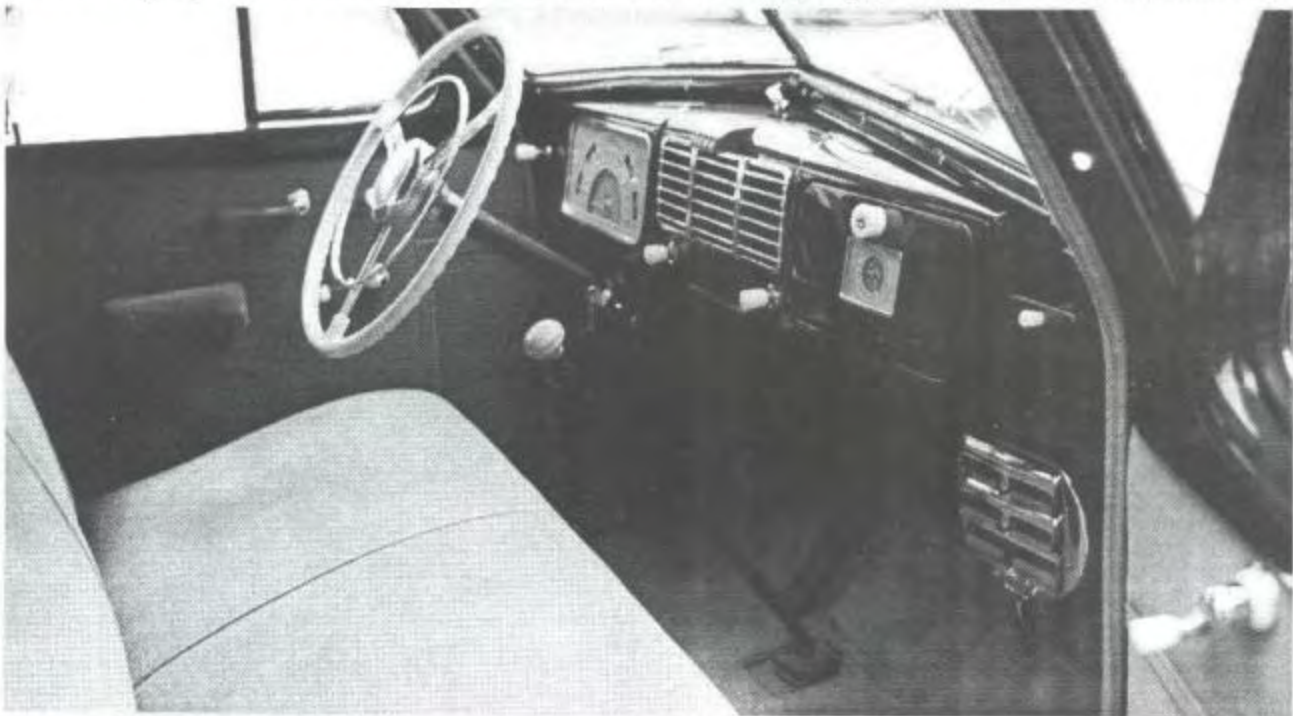


The spark plug cover is from a 1941 or later big series Buick. It still has the original air cleaner and Stromberg AAV-2 carburetor, but the automatic choke has been disabled and a manual choke is used instead. It starts using a push button instead of the accelerator pedal as original '37 & '38's did. I'm glad my father bought this fine car over thirty years ago and proud that it's still in our family!

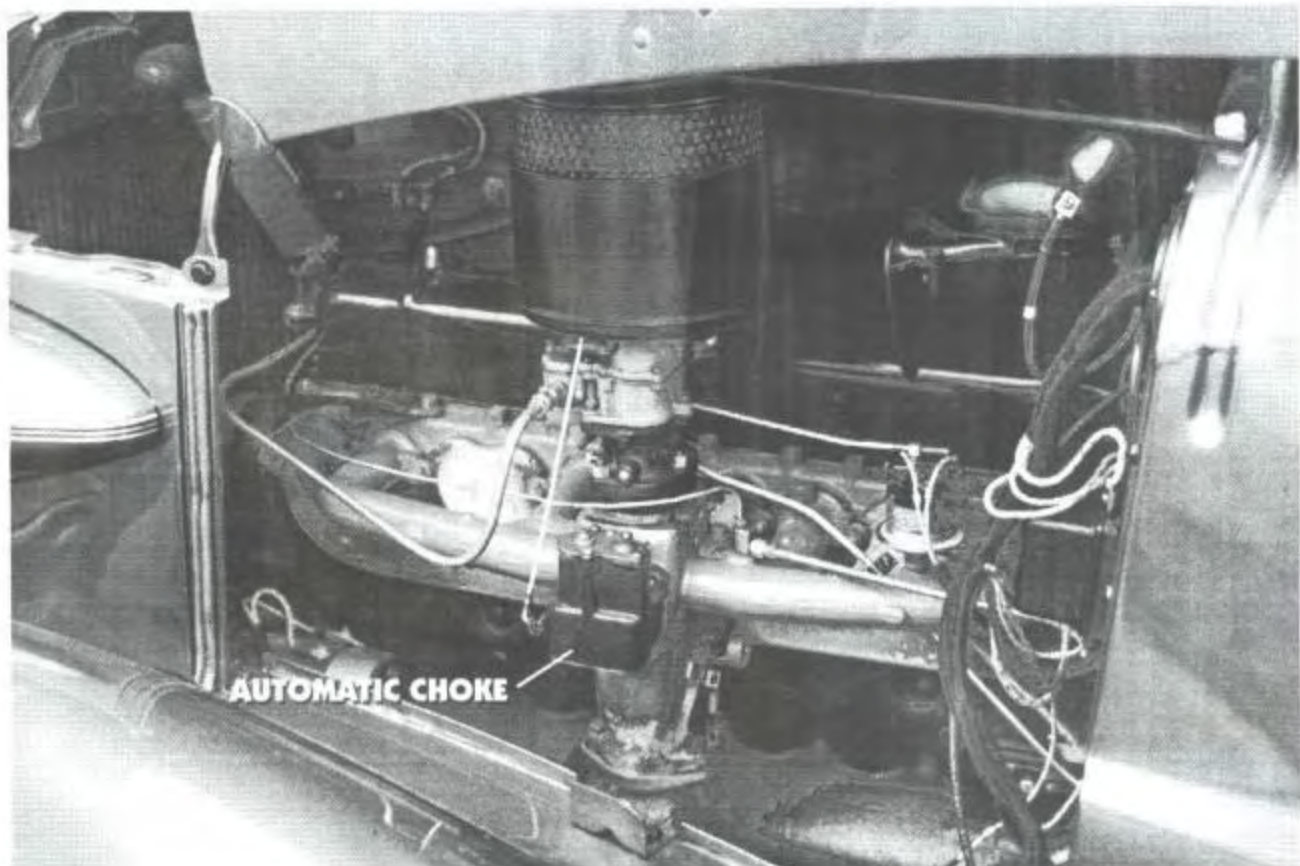
Jim Hudson's 1937 SPECIAL SEDAN



This beautifully restored brown '37 Special Sedan Model 41 belongs to **Jim Hudson** (#1275) in Minnesota.



It does not have a radio, so two blanking plates cover the holes for the radio in the dashboard. It also does not have the defroster, so two blanking plates cover the defroster holes in the top of the dashboard. The car has an after-market heater.

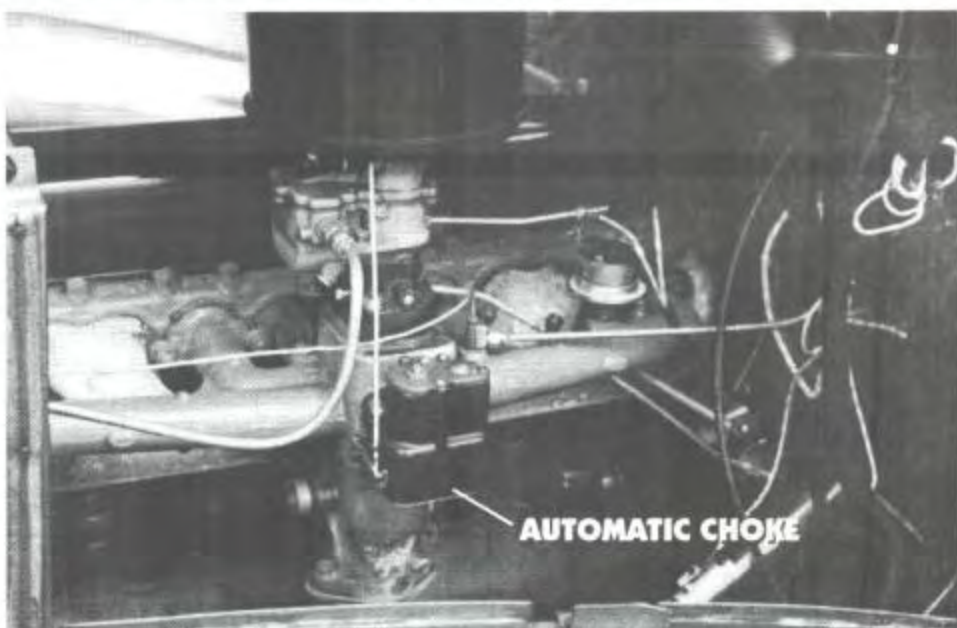


It has the rare Marvel BD-1 carburetor instead of the more common Stromberg AA-1. The Marvel was a carry-over from the 1936 model year. Several other member's cars also have the Marvel carburetor.

Stromberg was Buick's carburetor supplier in earlier years. But in 1936, they went on strike. So Buick quickly turned to Marvel for help. Buick was able to maintain production, but just barely, and thereafter was always careful to maintain two sources of carburetor supply.*

Buick used both Stromberg and Marvel in 1938 (Marvel CD-1 on 40 Series, CD-2 on Big Series), but I have never seen a 1938 Marvel carburetor. They must be very rare. In 1939 and later years, Buick used both Stromberg and Carter carburetors.

Note that the intake manifold is different than the one used with the Stromberg carburetor. Also different is the automatic choke which is attached to the front of the intake manifold. The rods from the vacuum starter switch and



accelerator pedal run to the throttle at the back (engine side) of the carburetor instead of the front as on the Stromberg.

In 1937, Stromberg carburetors used a Delco-Remy 1607 vacuum starter switch while the Marvel used a 1594 (also used on 1934-35-36 40 Series Buicks).

*See *The Buick-A Complete History* by Terry Dunham and Lawrence Gustin. Page 197.



Technical TIPS

By the Editor

BRAKE PROBLEMS AND POSSIBLE CAUSES

From the 1937 Buick Engineering Manual

PEDAL GOES TO FLOOR BOARDS

1. Leak in hydraulic system.
2. Air trapped in hydraulic system.
3. Fluid low in master cylinder.
4. Pedal stop lock ring out of seat in master cylinder.

ONE WHEEL DRAGS

1. Weak brake shoe return spring.
2. Brake shoe to drum clearance too small.
3. Brake shoe eccentric not properly adjusted.
4. Loose wheel bearing.
5. Wheel cylinder piston cups swelled or distorted.
6. Piston stuck.
7. Obstruction in line to this wheel.

CAR PULLS TO ONE SIDE

1. Grease soaked lining.
2. Brake adjustment not correct.
3. Loose wheel bearings.
4. Loose backing plate on rear axle.
5. Tires not properly inflated.
6. Linings burned.
7. Drums scored.
8. Foreign substance in brakes.

SPRINGY, SPONGY PEDAL

1. Air in hydraulic system.
2. Brake adjustment not correct.

EXCESSIVE PEDAL PRESSURE

1. Brake adjustment not correct.
2. Grease on linings or drums.
3. Lining not in full contact with drums.

SEVERE BRAKE WITH LIGHT PEDAL PRESSURE

1. Brake adjustment not correct.
2. Loose backing plate on rear axle.
3. Grease on linings.
4. Burned linings.
5. Scored drums.

NOISY BRAKES

1. Backing plates bent or shoes twisted.
2. Metallic particles in lining.
3. Lining loose on shoes.

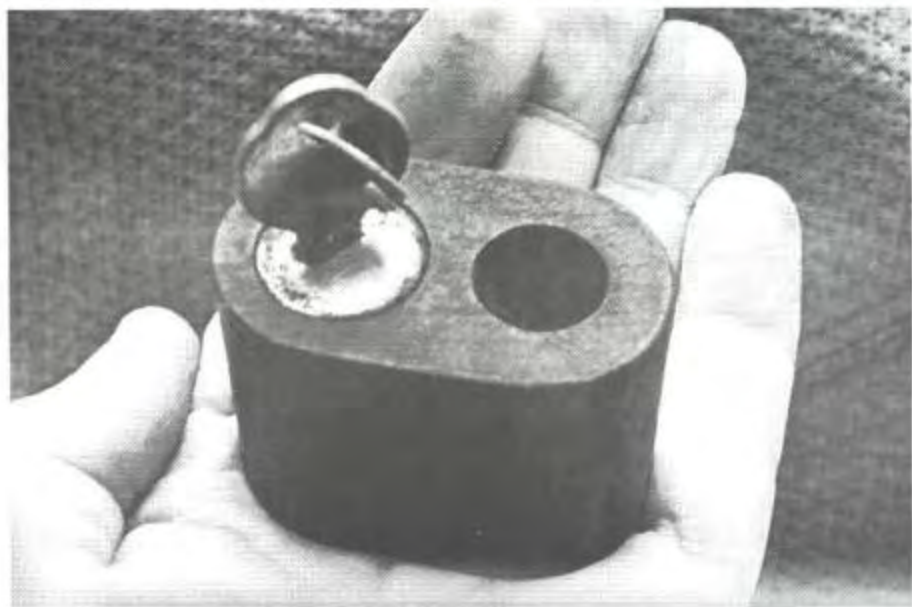
CORVAIR/SIDEMOUNT TIRE LOCKS

By Charles Jekofsky (#524)-Oregon

The answer to your question in the last TT regarding the sidemount wheel locks is an undeniable, **"YES!"** The locks found their way onto Chevrolet Corvairs whose spare tires were mounted in the unlocked rear engine compartments to conserve space in the front trunk. So, the bright engineers re-incarnated our cherished locks for their purposes, thus giving many



people a second chance at obtaining parts that might otherwise not be plentiful. In fact, I obtained one such lock from a friend at work who was a Corvair enthusiast. I asked him if he had any left from his earlier Corvair days. He brought two in for me. One with a key, the other without. The one without the key, believe it or not, was opened by the door key to my '38 Century!



Original Buick Sidemount Lock

SIDEMOUNT LOCKS CONTINUED

By John Maier (#594)-Indiana

The Corvair lock will fit the 9/16" hex nut. The 1962 Corvair Passenger accessories manual list the lock as part number 985113. The GM boxes of locks I have are Group #7.675 #3912416 the cost is about \$30.00 over the counter. To remove the Corvair lock cylinder you need the key and a paper clip. With the key in the lock push end of paper clip in tiny hole next to key and turn key counter clock wise and it should lift out. The original cast iron lock cylinder is a little harder. Place key in lock, key side down in a vise. You will need a small screwdriver to push (*compress*) the lock pin in the cylinder. Push the pin in and turn key and the cylinder will rotate out. To replace, push the pin in and rotate cylinder

with the key so lock pin aligns with the hole.

No key for the cast iron lock? You will need several old GM keys that will fit into the lock. Even though the key will not "work" the lock, it may allow you to turn the cylinder with the pin pushed in so the cylinder will come out. A locksmith should be able to make a key with the lock apart. You've done the hard part, I go ahead and take the retainer, springs and pins out and rearrange the pins to fit the ignition key. You don't need all the pins and springs in to make the lock work. I try to use at least three pins. It takes time like everything else, but you can say "I did it". Hopefully I shed some light on the locks.

Keep those Buicks running!

STANDARD ACCESSORIES — ALL SERIES

5-WHEEL EQUIPMENT

Bumpers and Bumper Guards
 1-Spare Tire and Tube
 Spring Covers

6-WHEEL EQUIPMENT

Bumpers and Bumper Guards
 2-Spare Tires and Tubes
 2-Metal Tire Covers
 Extra Wheel
 2-Tire Locks
 2-Fender Walls
 Spring Covers
 2-Side Tire Carriers

EXTRA GROUP ACCESSORIES—ALL SERIES

Electric Dash Watch
 Chrome Wheel Rings
 License Plate Frames

MISCELLANEOUS	
Oil Bath Air Cleaner (Installed at Fact.)	1
Special Paint	3
5 Chrome Wheel Equipment	1
6 Chrome Wheel Equipment	2

TYPE
4-PLY WHITE SIDEWALL
6-PLY WHITE SIDEWALL
6-PLY BLACK SIDEWALL

ACCESSORIES AND EQUIPMENT

SPECIAL ACCESSORIES AND EQUIPMENT — ADDITIONAL COST

ST	E.O.H.	TOTAL	HEATERS AND RADIOS	LIST	INSTALLATION	TOTAL
0.00	.25	10.25	Master Heater—H1	11.95	2.40	14.35
5.00	.80	35.80	DeLuxe Heater—H0	16.75	2.40	19.15
7.00	.40	17.40	Centerline Radio—R4 (Single Speaker)	59.00	3.25	62.25
0.50	.45	20.95	Centerline Radio—R5 (Dual Speaker)	66.60	3.25	69.85

SPECIAL TIRES — ADDITIONAL COST

	SERIES	5—WHEEL	E.O.H.	TOTAL	6—WHEEL	E.O.H.	TOTAL
	40	11.25	.35	11.60	13.50	.40	13.90
	60	12.50	.40	12.90	15.00	.45	15.45
	80	12.50	.40	12.90	15.00	.45	15.45
	40	22.50	.70	23.20	27.00	.85	27.85
	60	27.50	.85	28.35	33.00	1.00	34.00
	80	30.00	.90	30.90	36.00	1.10	37.10
	90	*	*	*	24.00	.75	24.75
	40	10.00	.30	10.30	12.00	.40	12.40
	60	13.75	.40	14.15	16.50	.50	17.00
	80	15.00	.45	15.45	18.00	.55	18.55

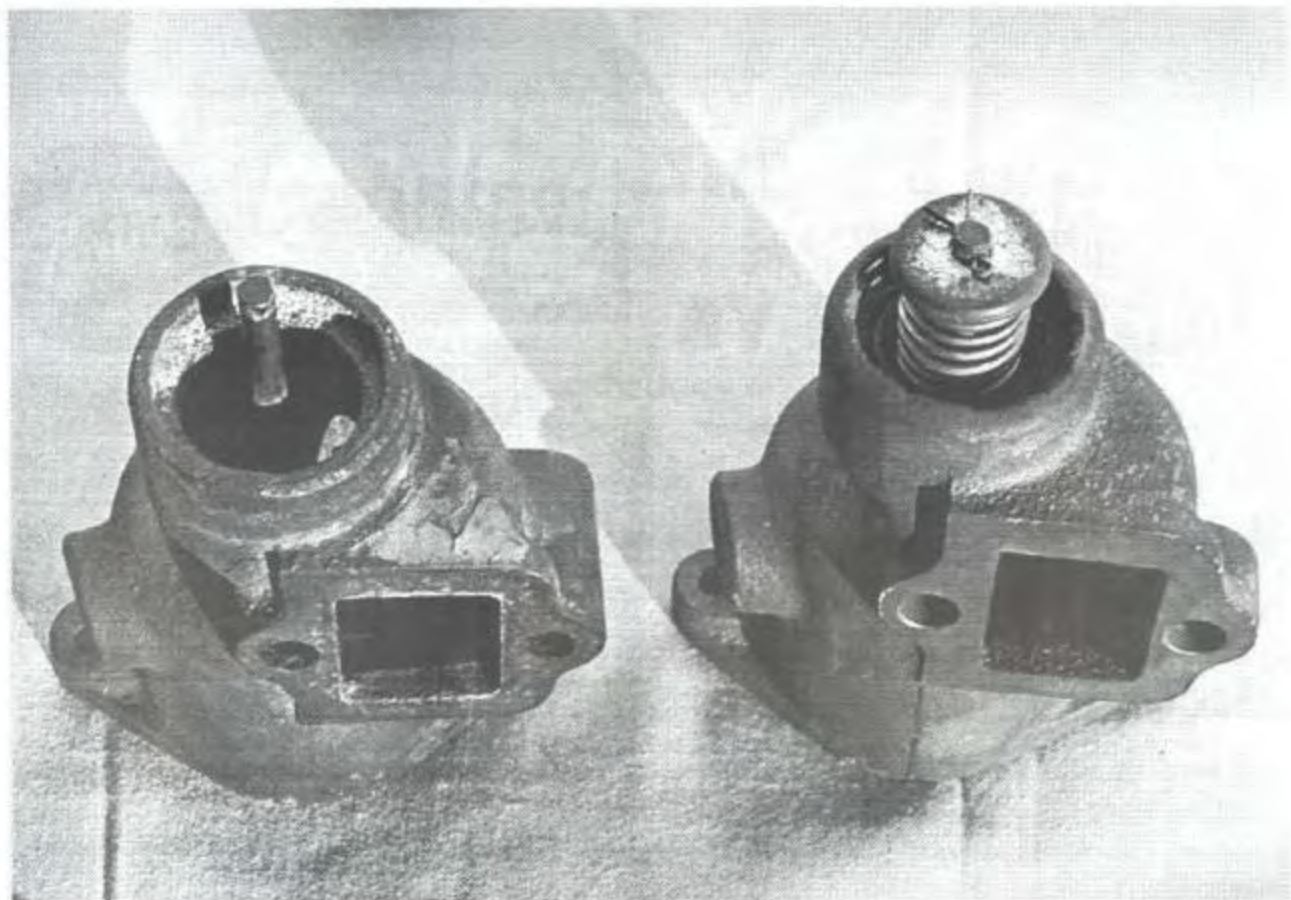
Thanks to **Andy Diem** (#852) in Washington, DC for sharing this 1937 Standard and Extra Accessories and Equipment data sheet. Andy purchased the original at an eBay auction.



Technical TIPS

By the Editor

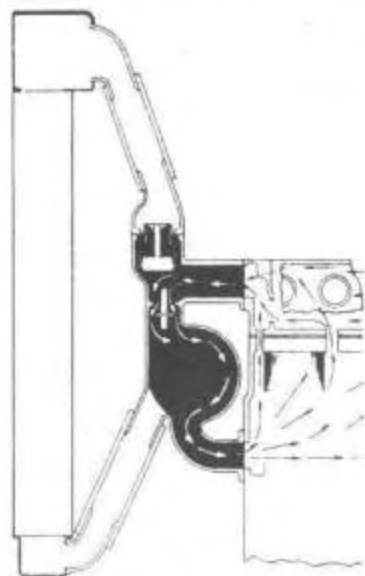
THE THERMOSTAT HOUSING & BY-PASS VALVE



The thermostat housing bolts on the front of the cylinder head. In addition to a thermostat, it also houses a water bypass valve. The housing on the right has the valve installed, the housing on the left shows it removed. The purpose of this valve is to allow the engine to quickly reach its 180° F operating temperature.

When the coolant is below 180° F, it is blocked from circulating through the radiator by the thermostat. The water pump pressure forces the coolant through the by-pass valve and allows the coolant to re-circulate through the cylinder head and block.

When the coolant temperature rises, the thermostat begins to open and the coolant flows in the normal way through the radiator. When the thermostat is fully open, there is no longer water pump pressure on the by-pass valve, so it closes.



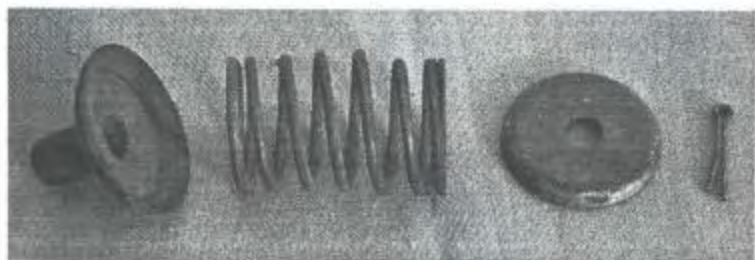
Recirculation



You can still buy thermostats for your Buick at your local auto parts. This photo shows an original thermostat on the left next to a modern one. You can buy them with different opening temperatures such as 160° F, 175° F and 180° F. The opening temperature is stamped on the thermostat.



This shows the bypass valve removed from the thermostat housing. All the parts including the cotter pin are brass so as not to rust.



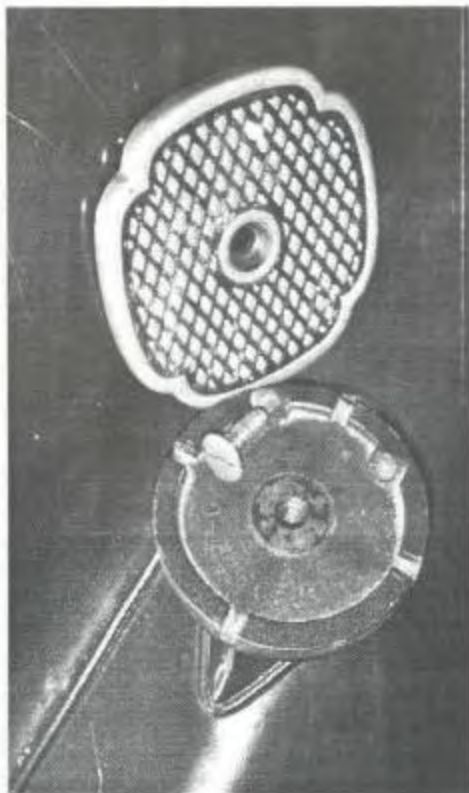
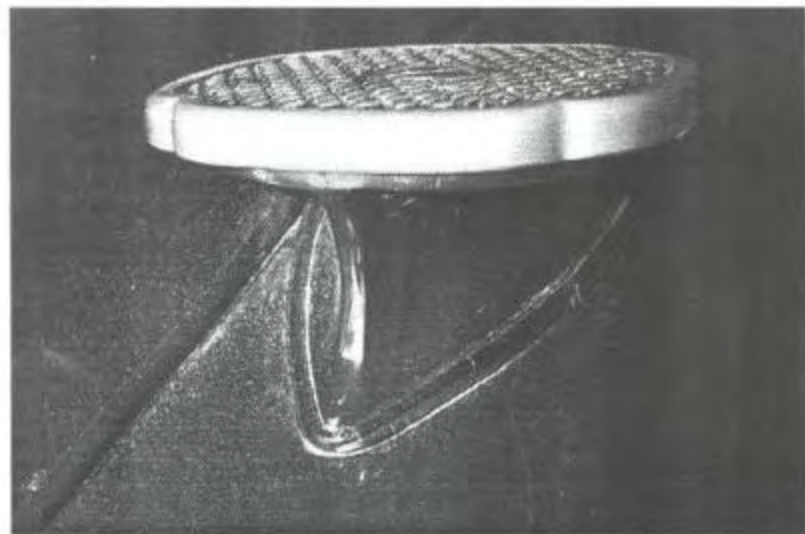
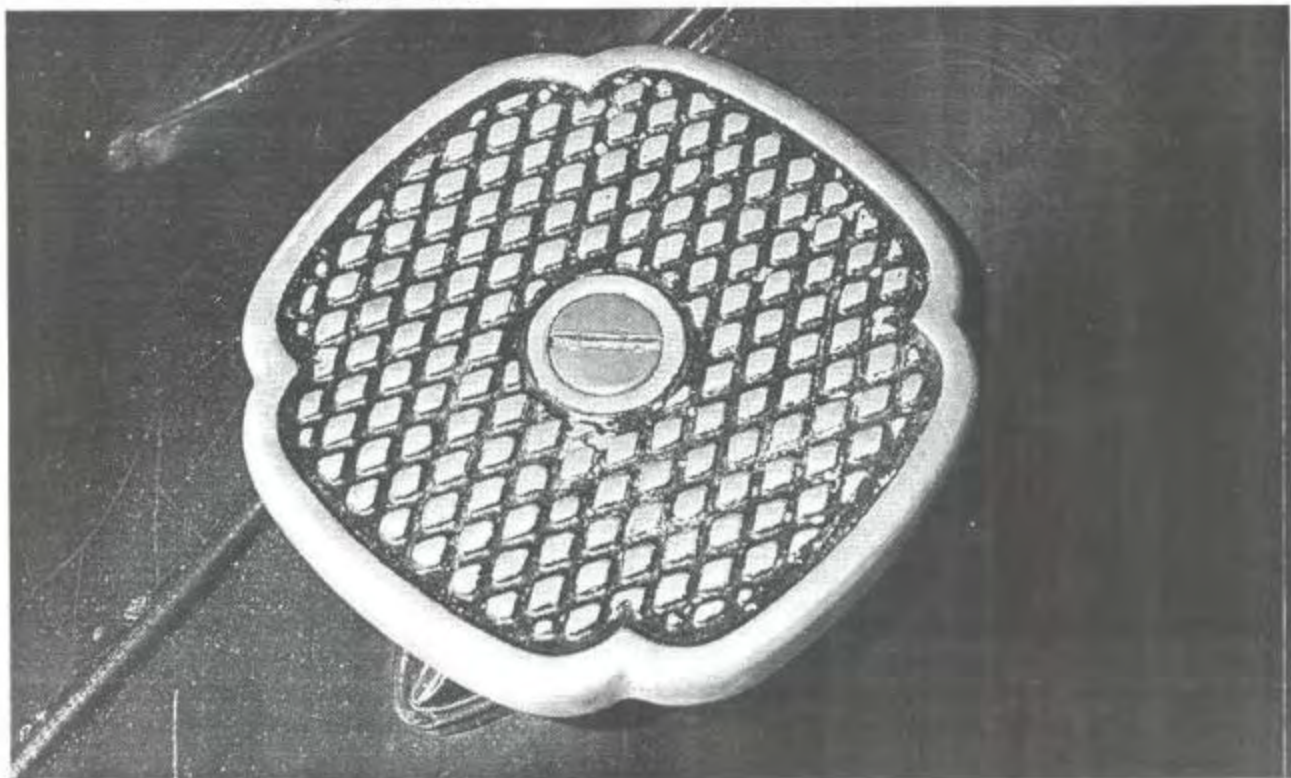
This bottom photo shows the brass bypass valve parts without the brass center post. Some Buick owners have found that a previous owner has removed the bypass valve. This happened to **Geoff Hilliard** (#698) in Australia with his 38 Century sedan. He reports he was always having overheating problems until he replaced the missing by-pass valve. (See July/August 1994 *Torque Tube*, page 18).



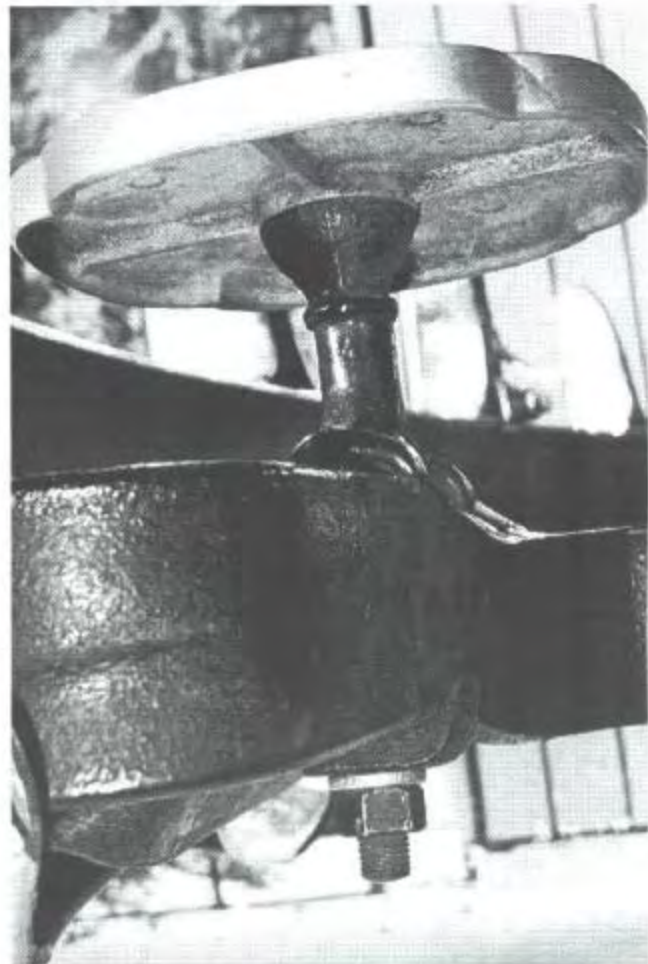
Technical TIPS

By the Editor

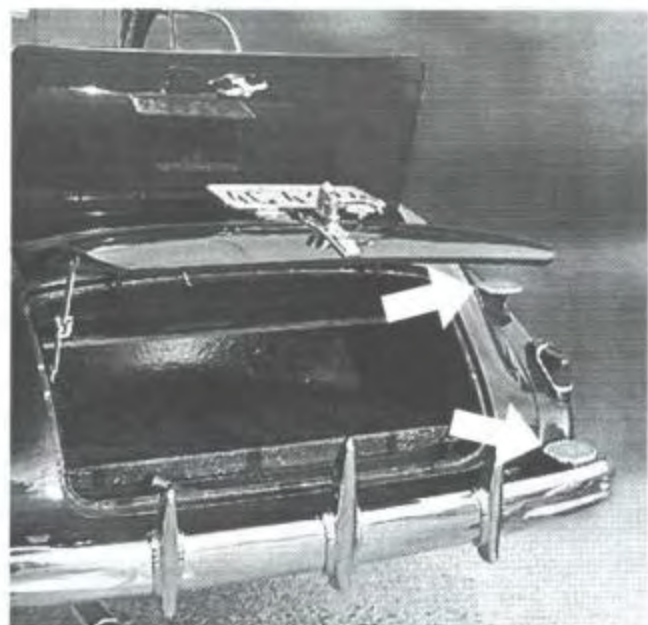
STEP PLATES



Some members have asked for an article about convertible coupe step plates. The first three photos show the upper step plate attached to the right rear fender. It attaches to a pedestal with a chrome plated brass screw. There is a rubber gasket between the bottom of the pedestal and the fender. **Bob's Automobilia** sells them for \$10.50 each (SP-378). The clover shaped, diamond pattern step plate is made of aluminum.



The lower plate is identical to the upper one and attaches with a chromed brass screw to a bumper bracket clamp. 1931 to 1938 Buicks with rumble seats used this step plate. **Bob's Automobilia** sells reproduction ones for \$115.00 each (SP288) including the bumper bracket clamp.





Technical TIPS

By the Editor

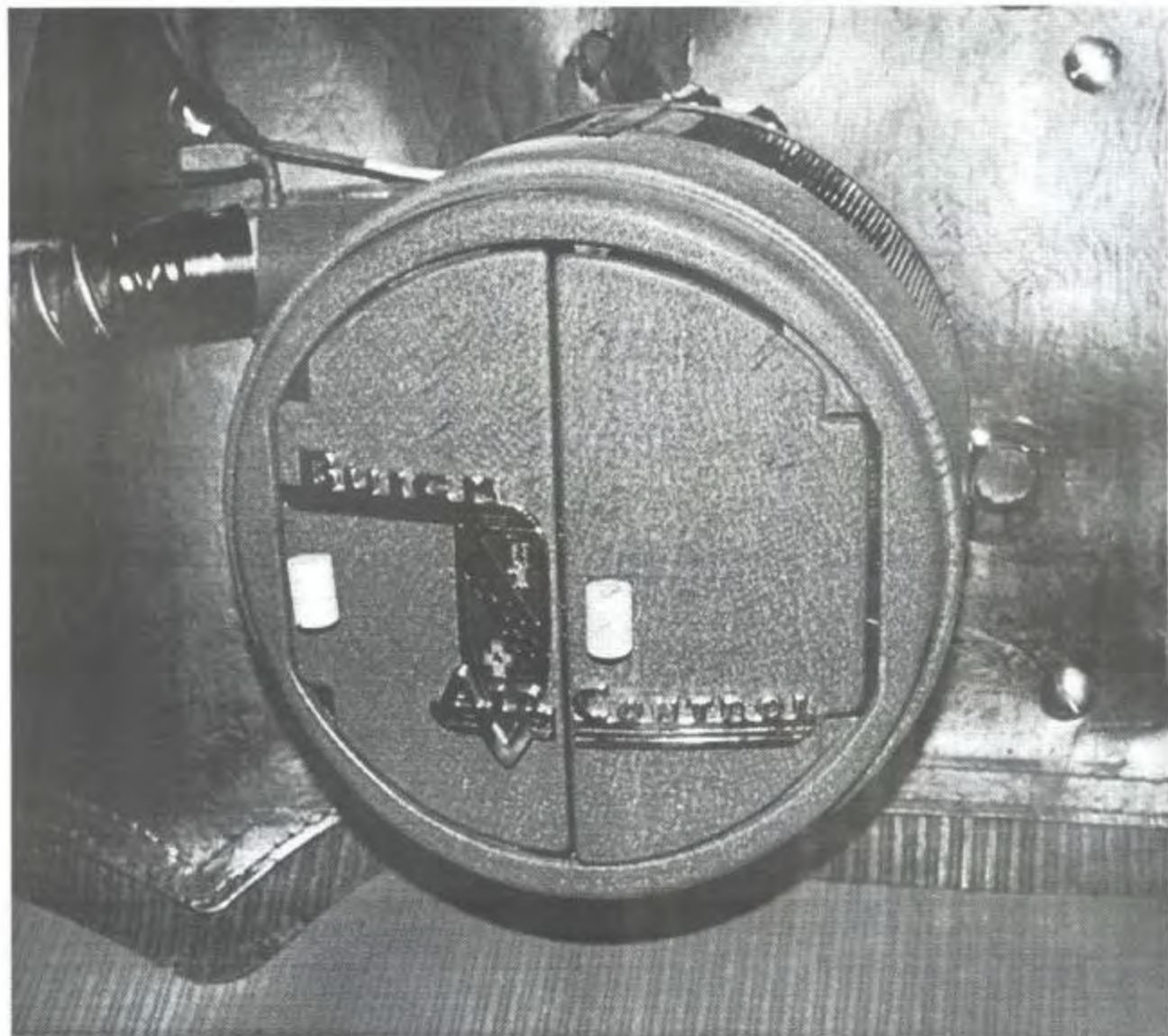
Some of our members own 1939 Buicks. If you are not sure if you have the correct heater, this is it. I found this out going through Walt Brugger's new 1939 Buick Book on page 37.

While DeLuxe and Master heater and dual defroster's used in 1937 and 1938 were carried over as options for the 1939's, Buick also made available a brand new, more powerful, top of the line Air Control Heater. An all-inclusive unit, it incorporated interior heating,

1939 BUICK HEATER/ DEFROSTER

windshield defrosting, and fresh air ventilation into a single unit which consisted of an electric motor mounted inside a new type radial heating core. The electric motor drove an impeller fan that drew air through the core and distributed it through-out the interior compartment. A rear sirocco defrosting fan was attached to run off the same motor.

Per Buick: "Keeps you in hotel warmth....and does two other big jobs as well. With a built-in defroster it keeps the windshield showcase-clear." Price: \$26.50



1937 40/60 SERIES FUEL TANK REPLACEMENT

Technical TIPS



By Joe Bowles (#612)

From the Vol. VIII No. 4 Torque Tube, January 1990

I found during a trip to my local junkyard that a 1972 Chevrolet Nova gas tank is just the right size and configuration to fit the '37 Special and Century cars. It is probable that the same tank was used on other GM cars from the early 1970's. The rear filler pipe on the '72 tank must be removed and the hole closed up and a new filler

pipe constructed to match the original. I used the top half of the '37 filler pipe and made the bottom half from exhaust pipe bent on a tubing bender. The sending units mounts in the same place but I needed to drill a few new holes and install threaded inserts in the '72 tank. It is best to leave gas tank work to a professional.

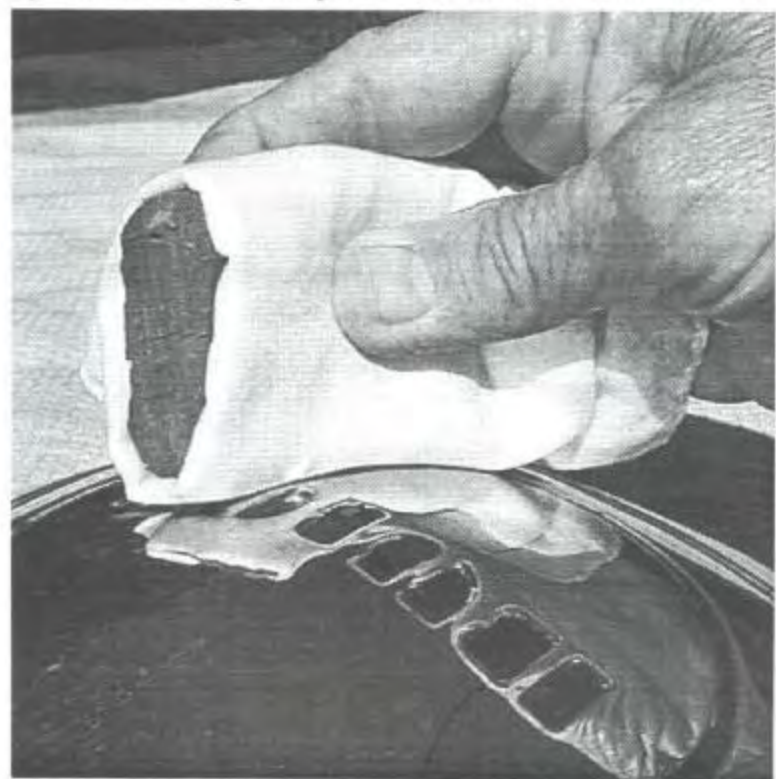
REPAINTING HUBCAPS

By Ted Wheeler-New Albany, IN

This is a method I used successfully to paint the recessed lines and name on my 1936 Ford hubcaps. (ED: The same method should work for 37/38 Buicks).

The best tool for painting in this application is an airbrush. These devices are small spray guns which operate on 15-40 psi air pressure. There are several

makes sold in hobby stores for around \$50. Instructions for use come with the air brush. Spraying is done at a distance of 3 to 6 inches (8 to 16 cm). Having a very small spray pattern, masking is unnecessary for this application. I use lacquer or enamel without a primer coat. Be sure the surface is clean before painting.

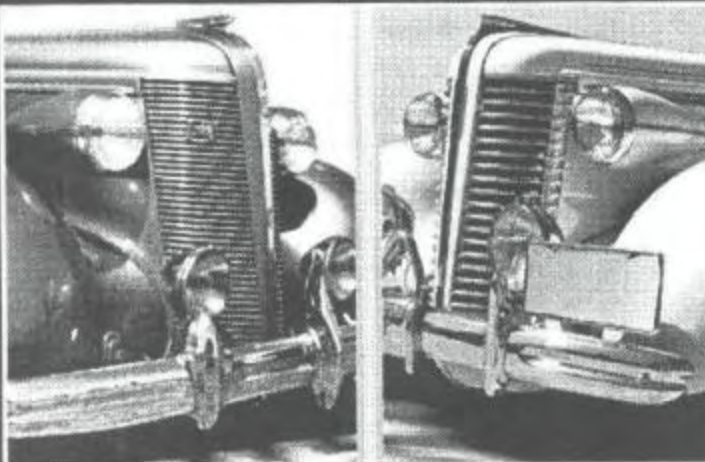


The overspray which gets on the raised surface of the hubcap is removed as follows:

Cut a small block of wood long enough to bridge the design, about 2 to 2.5 inches long (5 to 6 cm). Round one edge. A soft, lintless cloth is wrapped tightly around the block and dipped into a shallow container of lacquer thinner, then the excess is removed by making contact with another cloth pad. The block is then pulled across the surface of the hubcap. The damp cloth will remove paint from the raised surfaces without affecting that which is in the recessed area. A double thickness of a soft T-shirt makes a good cloth.

Spray cans of paint can be used instead of the airbrush, but since the spray pattern is much larger, it is advisable to do some masking to reduce the clean up.

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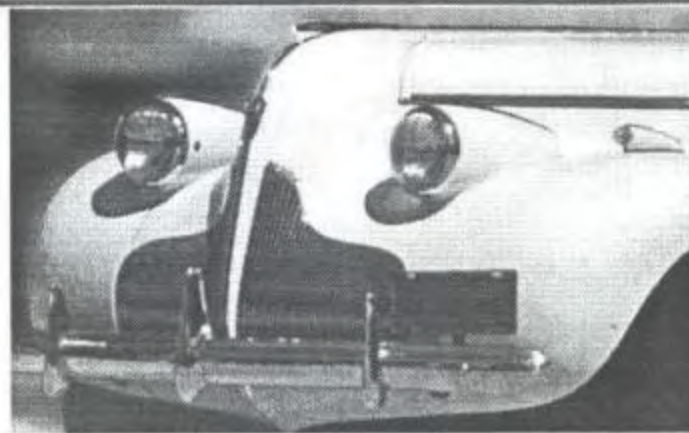
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37-81

Christopher McLaughlin (#1632)
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309 Kenmore Rd.
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2222 258th St. NE
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Al Evenden (#1639)
843 N.Y.S. Route 222
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Richard Loccke (#1640)
64 West Newell Ave.
Rutherford, NJ 07070
38-46C

Jamie Ratzken (#1641)
21 Satterlee Road
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Patrick Sweeney (#1642)
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After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

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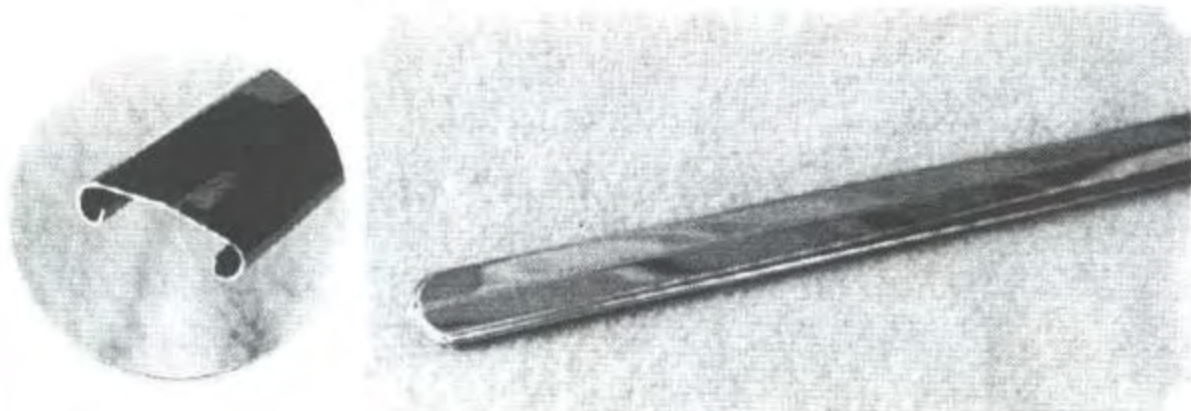
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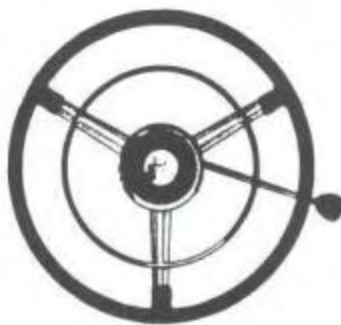
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